

RICH GIRL FOUND WITH CHAUFFEUR IN FURNISHED ROOM

Police Trained Her After Another Driver Tried to Get Money From Father.

NEIGHBOR OF MAYOR.

Magistrate Refuses to Hold Miss Kayton for Examination as to Sanity.

Caroline Kayton, the pretty twenty-three-year old daughter of Abraham Kayton, a wealthy piano manufacturer of this city, who has been missing from her home for eleven days, was found to-day in a furnished room at No. 120 West Ninety-seventh street. Anthony Anderson, a chauffeur, who was found with her, was arrested, as was Ruggero Piacenti, also a chauffeur, who is charged with trying to extort money from Mr. Kayton for information as to his missing daughter's whereabouts.

The girl and the two men were arraigned to-day before Magistrate Murphy in the West Side Police Court. Before going into court she told a story of her disappearance quite at variance with what Anderson and Piacenti had told. She said that she had run away from home because her father had ill-treated her.

When Miss Kayton failed, eleven days ago, to return to her home, which is in the Peter Stuyvesant apartment house, No. 258 Riverside Drive, on the floor below the home of Mayor Mitchell, Mr. Kayton made every effort to locate her. But no trace of her movements could be found until yesterday afternoon, when Piacenti, who had been chauffeur for Mr. Kayton for a short time, called at the piano manufacturer's office, the Milton Piano Company, of which he is president, at No. 372 Twelfth avenue.

Piacenti demanded \$1,000 as the price of his information. Mr. Kayton listened to the man and found means to detain him in the office until he could send word to the police. Immediately Detective Quinn, who is one of Mayor Mitchell's body guard, and Detective Maddock of the West One Hundredth street station, were hurried to Mr. Kayton's office. There they secreted themselves and listened to the parley between Mr. Kayton and Piacenti.

The latter at last agreed to accept \$500 and a roll of bills was handed to him. And at that instant, when he had said that Miss Kayton would be found in the Racquet Cottage at Fairfield, Conn., five miles this side of Bridgeport, the detectives popped out and took the chauffeur into keep.

Not to lose a minute, the detectives got a motor car and hastened to Fairfield. There they learned from F. L. Jackson, a chauffeur, and his wife, who live in Racquet Cottage, that Miss Kayton had been there for several days with Anderson, but had left New York and was living at No. 120 West Ninety-seventh street.

Thereupon the detectives doubled on the trail and hurried back to this city. And early this morning they found the young woman and the chauffeur.

Miss Kayton, who drives a big

Wave Witches



FURF. LOVER.

THE BEACH GIRL.

IN DEEP STILL WATER.

THE AQUAPLANE GIRL.

THE SIREN.

forty horse-power motor car, is well known to traffic and motorcycle policemen of this city, as she has been arrested once or twice for speeding, violating traffic regulations or per-



CAROLINE KAYTON.

mitting her motor to smoke. She was in Columbus Circle yesterday afternoon, according to Motorcycle Policeman Helms, who was in the West Side Court to-day.

"She was walking alone when I saw her," Helms said, "and as I was surprised at seeing her about, I spoke to her about it. Then she told me

that she had sold her car, that she was down and out, her parents were dead and that she wanted to get a job as chauffeur."

When Miss Kayton was arraigned before Magistrate Murphy in the East Side Court, her father was there accompanied by Dr. John J. Cronin, of the Health Department, the Kayton's physician. Mr. Kayton asked that his daughter be committed to Bellevue Hospital for examination as to her sanity. He said that she was incorrigible and had a bad temper in addition to a persistent hallucination that her parents were persecuting her. Dr. Cronin corroborated this in his testimony.

But Miss Kayton, who is a short slender young woman and bright of manner, protested against this. "I am no more crazy than you are, Judge," she said to the court. "My father and mother have tried to frame me up and send me away, that is all there is to it. I am twenty-three years old and I can earn my own living and I am through with my parents. I cannot stand their abuse any longer."

"Two weeks ago my father beat me, blacked my eye and bruised my face and shoulder. I screamed so loudly that everyone in our apartment house heard me. Go there and ask if that is not so. I ran out of the house by the rear way and got two policemen. They went to our apartment and had a long talk with my father and after that they went away. I was so bruised I could not get out of the house afterward."

"I heard my mother and father talking with Dr. Cronin a week ago last Tuesday about sending me to a sanitarium, and that's why I ran away from home. I hired an automobile for \$40 to take me to Fairfield, Conn. I was with the home of my friends, the Dicksons. The two men who have been arrested didn't go with me, and I can't see what they have to do with the case at all. Anderson did come up there two or three times to see me. It was my plan to go back to Connecticut to-day to keep out of this State so I couldn't be sent away by my father."

The young woman spoke so rationally that Magistrate Murphy declined to commit her to Bellevue Hospital. "I cannot see that she is insane in any way," he said. "She has made a good impression on me and I feel sure that they'd not keep her at the hospital for five minutes. I shall discharge her on this complaint of insanity."

The Magistrate then talked with Assistant District Attorney Coleman and Detective Maddock, who had taken her into custody. The court then asked Miss Kayton if she would be willing to go to the Florence Crittenden Home. She replied that she would, and there Maddock took her to remain until Wednesday, when the case comes up again.

Anderson and Piacenti were held in \$5,000 bail each on a charge of attempted extortion.

SHACKLETON'S SHIP SAILS.

Endurance Makes Start From London for Antarctic Waters.

LONDON, Aug. 1.—The Antarctic ship Endurance, which is to carry the expedition headed by Sir Ernest Shackleton to Weddell sea, from which point the explorers will try to cross the South Polar continent, left the Thames River to-day. The vessel will visit several English ports before proceeding southward.

Mob Lynches Negro Slayer.

EUFLA, Okla., Aug. 1.—Crockett Williams, a negro, charged with the murder of Johnson King, an Indian, was taken from the jail here by a mob at 2 o'clock this morning and lynched.

B. R. T. ORDERED TO RUN MORE CARS TO CONEY ISLAND

Evening World's Campaign Finally Brings Action by Public Service Board.

Driven by the protests of Brooklyn civic organizations and the campaign of The Evening World for better transit service in that borough, the Public Service Commission to-day got after the B. R. T. The Commission has at last discovered that the service on the Franklin avenue line (Brighton Beach line), of the Coney Island and Brooklyn Railroad, which has been a subsidiary company of the B. R. T. since the early part of the year, is altogether "inadequate."

The Commission acknowledges that complaint has been made to them of the poor service of the Franklin avenue line to and from Coney Island. These complaints have been confirmed by the Commission's investigators in the Transit Department, with the result that the B. R. T. is ordered to "immediately and effectively improve and increase the service on the Franklin avenue line to and from Coney Island, with reference to the number of cars operated and the frequency of the cars operated."

The letter was sent by Travis H. Whitney, Secretary to the Public Service Commission, to S. W. Huff, President of the Coney Island and Brooklyn Railroad Company, and addressed to the offices in the headquarters of the B. R. T. at No. 55 Clinton street, Brooklyn.

The transit department of the Commission has recently been investigating the service of the Coney Island and Brooklyn Railroad Company on the Franklin avenue line to and from Coney Island on week days. Mr. Whitney writes: "Complaint has also been made to the Commission with regard to this service, which has been confirmed by the observations of the transit department. The Commission finds that the service is altogether inadequate, and therefore directed me to state to you that the Commission directs the Coney Island and Brooklyn Railroad Company immediately and effectively to improve and increase the service on the Franklin avenue line to and from Coney Island, with reference to the number of cars operated and the frequency of cars operated. You are requested to advise the Commission immediately whether you will comply with this direction and to state the details of the improvements and increases."

B. R. T. FLOUTS PUBLIC AND P. S. C. DOES NOTHING

To the Editor of The Evening World: I wish to take this opportunity of

congratulating you for the laudable stand you are taking against the Brooklyn Rapid Transit. It is high time that some drastic steps be taken against said company for the conditions that exist here. I am sure that the files of the Public Service Commission are full of complaints from suffering passengers, but I have yet to see or hear of any relief.

I personally made a complaint to the Public Service Commission because of the B. R. T. refusing to run their St. John's Place cars any further than St. John's Place and Buffalo avenue. This point is a barren and desolate section, having no houses whatever on the corner and only a few two-family houses built up on one side of St. John's Place about 250 feet from the corner.

They compel many thousands of passengers who reside in the Brownsville and East New York sections to get off at this point and wait for a Bergen street car to go eastward. In inclement weather people have no shelter whatever, and there are sometimes groups of two and three hundred waiting from fifteen to twenty minutes in rain or snow for a Bergen street car, without any shelter.

I understand that there were scores of complaints made to the Public Service Commission, asking them to compel the B. R. T. to extend the St. John's Place car for a few more blocks, so that the people can use the houses for shelter or, in the alternative, to compel them to erect a shelter house at this point. This, in my opinion, was a very reasonable request, and in reply thereto we received a letter from the Public Service Commission in which they quoted the B. R. T.'s reply, "that the company owns no property at this point upon which they could erect a waiting room or waiting car." And the commission further states in its letter that it knows of no law to compel the company to buy property.

At the present time, few Italians have succeeded in renting the corner for a candy stand, but the B. R. T. has not seen fit to erect a shelter or extend the line, although my complaints and hundreds of other complaints go as far back as January, 1912.

There are many other grievances for which no relief can be gotten from the Public Service Commission. If the people will have an opportunity to voice their sentiments on Election Day, I have no doubt that it would be unanimously against the B. R. T. and the Public Service Commission. Your plan, therefore, of having the candidates go on record is a good one.

J. A. FREEDMAN.

PROF. HOOPER DEAD.

Leader in Music World Dies at Walpole, N. H.

Dr. Franklin W. Hooper, director of the Brooklyn Institute of Arts and Sciences, died at Walpole, N. H., to-day. He was a leader in the development of music and art, and was well known in scientific circles. He became a member of the Board of Trustees of the old Brooklyn Institute in 1907.

Dr. Hooper's daughter, Miss Rebecca Lane Hooper, graduated from Radcliffe in 1903 and in 1912 married William Franklin Eastman of New York. Franklin Dana Hooper of Brooklyn is a son of Dr. Hooper. The director was on his annual vacation trip to New Hampshire when he died.

Engineer Killed in Fall.

The cable supporting the boom of a derrick at the Bronx Kills and One Hundred and Thirty-second street, used on the New Haven Pennsylvania Railroad bridge, broke to-day and the boom tumbled, Charles Holman of No. 88 East One Hundred and Forty-second street, an engineer who was making an adjustment on the boom, fell from the sixty feet above the ground, fell with it and was killed.

BRADY BACK HOME AND HE IS TO PUT ON BIG AMERICAN PLAY

London Crazy on American Pieces, He Says, and Piracy Is Rule There.

William A. Brady and Grace George (Mrs. Brady) arrived in New York yesterday from Europe after a two months' tour embracing England and the Continent.

"The thing that most vividly strikes the visitor," said Mr. Brady at the Playhouse yesterday afternoon, "is the prevalence of American successes in London at this moment and the certain promise of a marked increase of other attractions from our side in the future."

"But what is even more astonishing is the piracies of American plays in a foreign country not by Englishmen but by Americans. This is exemplified in the bold pilfering of 'Tilly's Nightmare' by an American producer now in London and the attempt of one of our own writers to steal for the English market the idea of 'Seven Keys to Baldpate'."

"One prominent London actor-manager makes no bones of saying he will close his theatre rather than yield to the existing craze for American plays, while another, even more prominent, declares he will sail away to some distant shore and not even return until he can find something to produce besides the obnoxious 'Yankee rubbish.'"

"One of the most important undertakings of my career will be put in execution this year. I have always hoped some day to find and produce a melodrama of New York life, which should be first, a big play worthy of this big subject, and second, should be placed upon the stage in a manner befitting its value. This play I have found. Its title is 'Life,' and it is the work of Thompson Buchanan, a young American dramatist, several of whose earlier contributions to the stage I have had the pleasure of producing."

"Life" is throbbing with vitality and alive with real human passion and strength. It has twenty-one scenes and eighty-two speaking characters. The story is laid in New York and Mexico. There will be a life-like reproduction of a Yale-Harvard varsity race on the Thames River at New London, with the moving observation train, the race fought out upon the stage.

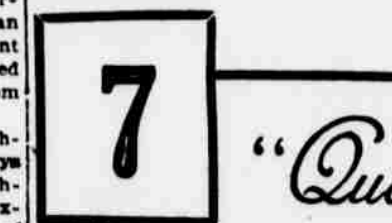
Grace George will continue under the direction of Winthrop Ames until December, when Mr. Brady will bring her into New York for an extended season of repertoire at the Playhouse.

To Be Bride of Japanese. Harry Ito, thirty-two, of No. 50 Central Park West, a Japanese, has been granted a license by the Hoboken Board of Health to marry Miss Helen Zund, twenty-nine, of No. 1033 Garden street, Hoboken.

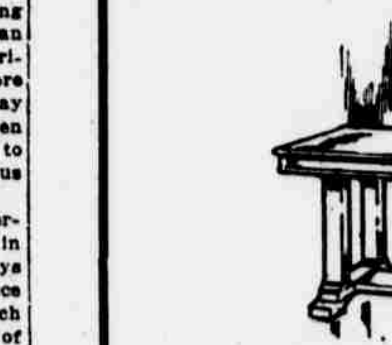
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By FRANK L. PACKARD

WILL BEGIN MONDAY

Next Week's Complete Novel in The Evening World